CARSON AND COLORADO RAILWAY.

TIME TABLE

2
8/28/04

To Take Effect Wednesday, November 4, 1903, at 6:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. KRUTTSCHNITT,
General Manager.

JAS. AGLER,
Manager.

G. F. RICHARDSON,
Supt. of Transportation.

P. J. McGRATH,
Trainmaster.

CARSON & COLORADO DIVISION.

FROM SAN FRANCISCO. — First Class.

8 Passenger and Freight Daily	6 Passenger and Freight Daily	4 Passenger and Freight Daily	2 Passenger and Freight Daily	Flagging distance expressed in telegraph poles: Caution	Flagging distance expressed in telegraph poles: Danger	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 5. Nov. 4, 1903. STATIONS.	DISTANCE FROM KEELER.	Minimum running time between stations—minutes.	Flagging distance expressed in telegraph poles: Danger	Flagging distance expressed in telegraph poles: Caution
			A M LV 10.50			285.26	D. MOUND HOUSE	292.8			
			s 11.20			291.46	6.2 D. Dayton	286.6	25	6	10
			f			297.66	6.2 Cordelli (Spur)	280.4	35		
			f			300.46	2.8 Spur A (Spur)	277.6			
			M f 12.00	15	12	303.16	2.7 Clifton (Spur) W.	274.9			
			f			305.56	2.4 Lyon (Spur)	272.5	32	12	15
			f			307.16	1.6 Tugela (Spur)	270.9			
			P M f 12.32			312.06	4.9 Ft. Churchill	266.0			
			f			315.46	3.4 Spur B (Spur)	262.6	30		
			¶ 1.15 / 1.45			323.66	8.2 D. Wabuska	254.4			
			f			325.96	2.3 Penrose (Spur)	252.1	10		
			f 1.57			327.16	1.2 Cleaver (Spur)	250.9	8		
			f 2.07			330.36	3.2 Mason	247.7	22		
			f 2.35			339.46	9.1 Rio Vista	238.6	35		
			s 3.10			349.86	10.4 Schurz W.	228.2	30	8	12
			f 3.50	12	8	363.26	13.4 Gillis	214.8	55		
		A M LV 6.00	s 4.50 P M AR			385.06	21.8 D. HAWTHORNE W.	193.0	25		
		f 6.25				396.06	11.0 Kinkead	181.0	35		
		s 7.03				410.36	14.3 Luning	167.7	15		
		s 7.19				416.06	5.7 New Boston W.	162.3	15		
		s 7.35 / 7.50				422.56	6.5 D. Sodaville	155.9	15		
		s 8.05				427.16	4.6 Rhodes	151.3	30		
		s 8.45				434.56	7.4 Belleville W.	143.9	8		
		s 8.55 A M AR		10	6	437.56	3.0 JUNCTION	140.9		12	15
P M LV s 3.05	A M LV s 8.55					437.56	JUNCTION	140.9	25		
s 3.35 P M AR	s 9.25 A M AR					442.96	5.4 D. CANDELARIA W.	146.3			
Daily	Daily	Daily	Daily								
(0.30)	(0.30)	(2.55)	(6.00)								

TOWARD SAN FRANCISCO. — First Class.

1 Passenger and Freight Daily	3 Passenger and Freight Daily	5 Passenger and Freight Daily	7 Passenger and Freight Daily
P M AR 4.45			
s 4.05			
f			
f			
f 3.20			
f			
f			
f 2.43			
f			
2.10 / ¶1.45			
f			
f 1.30			
f 1.20			
f 12.50			
P M s 12.00			
M f 11.15			
10.15 A M LV	P M AR s 7.20		
	f 6.50		
	s 6.10		
	s 5.50		
	5.30 / s 5.15		
	s 4.55		
	s 4.25		
	s 4.15 P M LV		
		A M AR s 10.05	P M AR s 4.15
		s 9.35 A M LV	s 3.45 P M LV
Daily	Daily	Daily	Daily
(6.30)	(3.05)	(0.30)	(0.30)

Water Supply: Three (3) miles east of Mound House. Two and a half (2½) miles east of Ft. Churchill. Two and a half (2½) miles west of Belleville.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

EXCEPTIONS:—Train No. 6 has right of track over Train No. 5.
Train No. 8 has right of track over Train No. 7.

FOOT NOTE—No. 3 will wait at Queen until 12:50 P. M. for No. 4.

CARSON & COLORADO DIVISION.

FROM SAN FRANCISCO.

First Class.

	4 Passenger and Freight. Daily	Flagging distance expressed in telegraph poles. Caution	Flagging distance expressed in telegraph poles. Danger	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 5. Nov. 4, 1903. STATIONS.	DISTANCE FROM KEELER.	Minimum running time between stations—minutes.	Flagging distance expressed in telegraph poles. Danger	Flagging distance expressed in telegraph poles. Caution
	A M LV 6.00			385.06	D HAWTHORNE W				
	A M LV 10.05			437.56	JUNCTION 15.1	140.9	50	12	15
	s 11.15	10	6	452.66	Basalt (Spur) W 7.8	125.8	30		
	s 12.10			460.46	D Summit 5.5	118.0			
	f			465.96	Silex (Spur) 2.9	112.5	30		
	Foot-note. s 12.45	15	12	468.86	Queen W 1.9	109.6			
	f			470.76	State Line 7.4	107.7	30		
	s 1.20			478.16	Benton 11.0	100.3	40		
	s 2.00			489.16	Hammil W 4.2	89.3			
	f			493.36	Millner (Spur) 7.7	85.1	50		
	f	12	8	501.06	Chalfant (Spur) 7.8	77.4			
	s 2.55 s 3.20			508.86	D LAWS W 2.9	69.6			
	f			511.76	Polita 2.1	66.7			
	f			513.86	Bigelow (Spur) 4.4	64.6	35	6	10
	f			518.26	Black Canyon (Spur) 6.5	60.2			
	s 4.00			524.76	D Alvord 6.7	53.7			
	f			531.46	Elna (Spur) 6.8	47.0	33		
	s 4.50			538.26	Aberdeen (Spur) W 13.9	40.2	33		
	s 5.30	10	6	552.11	D Citrus 5.1	26.3			
	f			557.26	Francis (Spur) 5.3	21.2	33		
	f			562.56	Owenyo (Spur) 3.2	15.9			
	s 6.10			565.76	D Mt. Whitney 7.6	12.7			
	f			573.36	Inyo (Spur) 1.7	5.1	35		
	f			575.06	Swansea (Spur) 3.4	3.4			
	6.50 P M AR			578.46	D KEELER W	0			
	Daily								
	(8.45)								

TOWARD SAN FRANCISCO.

First Class.

3 Passenger and Freight. Daily
P M AR 7.20
P M AR s 3.10
s 2.10
s 1.40
f
Foot-note. s 12.45
f
s 11.50
s 11.00
f
f
s 10.00 s 9.30
f
f
f
s 8.45
f
s 8.00
s 7.20
f
f
s 6.35
f 6.15
f
6.00 A M LV
Daily
(9.10)

Water Supply: Three (3) miles east of Mound House. Two and a half (2½) miles east of Ft. Churchill. Two and a half (2½) miles west of Belleville.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

EXCEPTIONS:—Train No. 6 has right of track over Train No. 5.

Train No. 8 has right of track over Train No. 7.

FOOT NOTE:—No. 3 will wait at Queen until 12:50 p. m. for No. 4.

SPECIAL RULES.

Standard Clocks located at Mound House and in Dispatcher's Office, Hawthorne.

Speed of trains must not exceed six (6) miles per hour passing through Laughton Canyon and over trestles on Candelaria Branch.

East-bound trains must be under full control before passing through tunnel three (3) miles east of Summit.

At Junction, the west switch will be set for Candelaria Branch.

Register Stations: Mound House, Hawthorne, Junction, Candelaria and Keeler.

The limits of Keeler Yard will extend to and include whistling post west of Upper Soda Works switch.

In addition to tests at terminals, air brakes on all trains must invariably be tested from rear of train at Summit and Junction.

31. Rule No. 99 reads as follows:

"When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it. The front of the train must be protected in the same way when necessary by the fireman.

(a) Columns to the right and left of station names on the face of this time-card contain figures denoting the distance a flagman is required to go back to insure full protection under the above rule. At the distance denoted by the number of telegraph poles in column headed "Danger point" the flagman will place one torpedo on the rail; he will then continue to go back to the number of telegraph poles denoted by figures in column headed "Caution point," where he will place two torpedoes on the rail not more than 200 feet apart; he will then return to the "Danger point" and remain there until recalled by the whistle of the engine of his train, unless a passenger train is due or expected within 5 minutes, in which case he will remain until it arrives. On returning to his train he will remove the torpedo placed at the "Danger point," but the two placed at the "Caution point" must be left undisturbed. When there is not a clear view for at least one half mile to the rear, train should be moved forward a sufficient distance to insure safety before the flagman is recalled.

(b) When a train is detained more than three minutes at any of its usual stops between terminals, it must be protected as above described.

(c) When a train stops at any unusual place the enginemen will be held responsible for failure to immediately sound his whistle as a signal to the flagman to go back and protect the train.

(d) Should the speed of a train be reduced, and its rear thereby endangered making it necessary to check the speed of a following train before a flagman can get off, lighted red "fuses" will be thrown on the track at intervals to insure absolute safety to the leading train.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class.—See Rule 81.

MAP
OF THE
CARSON & COLORADO RAILWAY

S.P. CO.

DECEMBER 1902.
J.C.G.

SCALE OF STATUTE MILES
10 0 10 20 30 40 50

S.V.&M.R.R.
CLAIRVILLE
PLUMAS
N.C.O.R.R.
RENO
WADSWORTH
OLD C.P.R.R.
SALT LAKE DIVISION
SACRAMENTO DIVISION
TRUCKEE RIV.
VIRGINIA CITY
STOREY
MOUND HOUSE
Cordelia
Clifton
CARSON RIVER
Churchill
Dayton
CARSON CITY
Wabuska
Cleaver
Mason
Rio Vista
LAKE TAHOE
TAHOE
RUBICON RIV.
DOUGLAS
Schurz
WALKER LAKE
Gillis
WALKER RIVER
EAST WALKER RIV.
COSUMNES RIV.
WEST BR. CARSON RIV.
MARKLEEVILLE
ALPINE
MOKELUMNE RIV.
Hawthorne
Luning
New Boston
Sodaville
Rhodes
BODIE CR.
BRIDGEPORT
BODIE
STANISLAUS RIVER
MIDDLE FORK
SOUTH FORK
JUNCTION
Belleville
CANDELARIA
HUNTER CR.
Basalt
TONOPAH
Summit
Queen
MONO LAKE
RUSH CR.
TUOLUMNE RIVER
Benton
MILLO
SILVER PEAK
Hammil
Milner
OWENS RIVER
Laws
Polita
CLEAR CR.
SAN JOAQUIN RIV.
SOUTH FORK
Black Canyon
Alvord
Elna
NORTH FORK
MARBLE CANYON
Aberdeen
FRESNO
KINGS RIVER
SOUTH FORK
INDEPENDENCE
Citrus
Francis
OWENS RIVER
Mt Whitney
Inyo
Swansea
KEELER
OWENS LAKE
KAWEAH RIVER
TULARE
KERN RIV.
SOUTH FORK OF KERN RIV.